

## BUREAU OF ENVIRONMENT CONFERENCE REPORT

**SUBJECT:** Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

**DATE OF CONFERENCES:** April 3, 2014

**LOCATION OF CONFERENCE:** John O. Morton Building

**ATTENDED BY:**

**NHDOT**

Sheila Charles  
Ron Crickard  
Kevin Daigle  
Michael Dugas  
Cathy Goodman  
Jon Hebert  
Marc Laurin  
Don Lyford  
Carol Niewola  
Christine Perron  
Cheryl Rasmussen

Bill Saffian

David Scott  
Pete Stamnas

**Federal Highway  
Administration**  
Jamie Sikora

**NHDHR**

Laura Black  
Edna Feighner  
Elizabeth Muzzey

**Barba + Wheelock  
Architecture**  
Nancy Barba

**City of Claremont**  
Richard Bergeron

**City of Nashua**  
DonnaLee Lozeau

**Hayner/Swanson**  
John Vancor

**Pathways  
Consulting**  
Ann Kynor

**Stantec**  
Janice Bland

**PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:**

*(minutes on subsequent pages)*

<b>April 3, 2014</b> .....	1
Bow-Concord, 13742, T-A000(018) .....	1
Meredith 16470, X-A001(296).....	2
Stewartstown-Canaan 15838, A000(984) .....	3
New London 16051, X-A001(111) .....	4
Claremont Municipal Airport (no project numbers) .....	5
Nashua 10040A, NRBD-5315(021) .....	7

*(When viewing these minutes online, click on a project to zoom to the minutes for that project)*

**April 3, 2014**

**Bow-Concord, 13742, T-A000(018)**

**Participants: Don Lyford, Christine Perron, NHDOT**

Don Lyford provided an update on the status of the project. The Bow-Concord Interstate 93 Transportation Planning Study (completed in 2008 under “Part A” of the Bow-Concord project) developed a reasonable range of alternatives for Interstate 93 improvements between Interstate 89 and Exit 15. The Planning Study is available online ([www.93bowconcord.com](http://www.93bowconcord.com)). The Planning Study did identify where potential historic and archaeological concerns existed along the corridor. Part B, which was recently initiated, will entail the completion of an Environmental Assessment (EA) to identify a preferred alternative. As part of the EA, there will be additional study of historic and archaeological resources. Part B will culminate in a Public Hearing for the preferred alternative.

Under the Part A effort, a stakeholder group met on a regular basis to provide input and guide the development of alternatives. A similar group will be established under the Part B effort to provide input throughout the environmental review process. Jamie Sikora indicated that he would be a member of the group. Laura Black and Edna Feighner commented that they should both be members as well.

There was a brief discussion about the various Bow-Concord contracts and project numbers. D. Lyford explained that three construction contracts have so far been broken out of the overall Bow-Concord 13742 project:

12742A – Bridge replacement on NH Route 3A over Interstate 93 at Exit 12; scheduled to advertise in May 2014.

13742B – Bridge replacement on Interstate 93 over Interstate 89; currently under construction.

13742C – Bridge rehabilitation/deck replacement on Interstate 93 over Loudon Road at Exit 14.

D. Lyford noted that individual environmental documents were completed for each of these projects and J. Sikora added that each project had independent utility. D. Lyford further explained that the EA to be completed under the Part B effort of the 13742 project will address the overall corridor. Once the EA is completed and the project moves into Final Design, the overall corridor project will likely be broken into smaller construction contracts.

L. Black asked if an RPR form would be submitted. Although this is not a new project, she felt that there is value in providing the form as a way to ensure that the most current processes are being followed and as a way to ensure that review of the project is not disjointed. C. Perron said that she would determine if the consultant would be submitting the RPR.

### **Meredith 16470, X-A001(296)**

**Participants: Mike Dugas, Jon Hebert, Christine Perron, Cheryl Rasmussen, NHDOT**

Jon Hebert provided an overview of the project. The project begins approximately 400' west of Chase Road and continues east on NH Route 104 to approximately 100' east of Meredith Center Road. Exit 23 off Interstate 93 is approximately 3 miles to the west of the project. The intent of the project is to provide safety improvements. There is a history of accidents at the intersection of Meredith Center Road, in part due to the poor sight distance, especially while making left turns. While there is no documented accident history at Chase Road, this intersection also has sight distance issues and it is difficult to turn in and out of Chase Road.

The posted speed limit on NH Route 104 is 55 mph. Along the western half of the project area, NH Route 104 consists of two 12-foot travel lanes and 4-foot shoulders. The eastern half of the project area widens to two 12-foot travel lanes and 10-foot shoulders, with an eastbound right-turn lane into Meredith Center Road. Widening of NH Route 104 is proposed in three locations. The road will be widened to the south approximately 6 feet for a distance of approximately 300 feet at Chase Road in order to allow for a bypass shoulder to improve safety for turning vehicles. West of Meredith Center Road, NH Route 104 will be widened to the south approximately 10 feet to allow for an offset right turn lane into Meredith Center Road. This widening will be located within the

area where NH Route 104 was originally located. Finally, there will be slight widening, approximately 1 to 2 feet, to the north of NH Route 104 west of Chase Road.

All proposed widening will be located within existing State right-of-way. Minor impacts outside existing right-of-way may be necessary for repairs to existing drainage structure. Stone walls are located within the project area but will not be impacted by the proposed work. A Public Informational Meeting will be scheduled in the near future. The project will not require a Public Hearing.

Laura Black commented that the houses that are over 50 years old within the project area would still have a substantial buffer of trees upon completion of the project; therefore she did not have any concerns with the work as proposed. She did reiterate the need for public involvement. Edna Feighner stated that she had no concerns with archaeology. It was agreed that the project would result in No Historic Properties Affected.

#### **Stewartstown-Canaan 15838, A000(984)**

**Participants: Marc Laurin, Kevin Daigle, Bill Saffian, David Scott, NHDOT**

Bill Saffian handed out a plan showing the project area with the proposed work area outlined and an elevation plan view of the Bridge Street bridge. He provided an overview of the project. The bridge spans the Connecticut River, was constructed in 1930 and rehabilitated in 1971. It is 232 feet long with a 136 foot long arch. It is posted at 10 Tons and is on the State's Red List with a 12.6 sufficiency rating and is considered functionally obsolete.

The proposed rehabilitation will remove the deck and all the vertical columns, cover plates and rivets to the arch. The plate and rivets will be replaced with new plates and high strength bolts. The web and angles will remain. The majority of the columns and bracing are expected to be refurbished and reinstalled, however as there is significant corrosion the floor beams and longitudinal members need to be replaced. A new deck and bridge rail will be installed. The entire structure will be repainted. Construction access to the bridge is anticipated to be provided with the construction of a trestle along the west bank of the river from a parking area on Church Street located to the south of the bridge. A cofferdam will be needed to support the road and excavation will accord behind the back wall. The bridge will be closed with a 4 mile detour. The project is scheduled to be advertised in October 2015.

Laura Black commented on her review of the RPR. This is the only bridge of its type, and the bridge inventory assumed it to be eligible. Recommends preparation of either an Individual Inventory Form for the bridge (with very detailed discussion on what is character defining) or an historic structures report (assuming consensus eligibility). A Historic District Area Form is also recommended as a potential historic district has been identified. The proposed work is most likely an Adverse Effect due to the replacement of certain elements. The area needs to be evaluated to see if there is an historic district and whether the bridge contributes to it. The visual impacts will need to be evaluated. She expressed concerns with the replacement of the bridge rail and suggested that research should be done by DOT to see if there are crash tested rail that would be more suited to the historic nature of the bridge. DOT will research to see what is available and

meets safety criteria. Pictures of St. Albert's Church located on Church Street were missing from the RPR and should be provided.

Edna Feighner noted that 1892 and 1861 maps show a crossing downstream of the existing and this crossing should be identified. Archaeology investigations need to be done to determine the location of the old bridge and if the project will impact the old crossing site.

Jamison Sikora noted that if the bridge was determined to be part of a district, a full Section 4(f) Evaluation will need to be done; if not it would be a Programmatic 4(f). J. Sikora asked about coordination with VTrans, Scott Newman would be a contact. B. Saffian stated that information has been shared with VTrans and DOT will coordinate with the appropriate people as the project progresses.

### **New London 16051, X-A001(111)**

**Participants: Ann Kynor, Pathways Consulting LLC; Cathy Goodmen, NHDOT**

Ann Kynor provided an overview of the project. The project involves the construction of 2,800 lf of new sidewalk along Elkins Road, commencing at the Post Office at 349 Elkins Road, continuing to the intersection of Elkins Road and Wilmot Center Road, then continuing east along Elkins Road to the Wilmot town line. The project includes new curb and sidewalk, improvements to the intersection with Wilmot Center Road, drainage improvements, four crosswalks, and road reclamation and paving.

Ms. Kynor explained that a Request for Project Review was submitted in February 2014. The Agency comments indicated that there were no archeological issues, but additional cultural resource identification was requested. Supplemental information was provided to the NHDOT, dated March 11, 2014, and was also presented at today's meeting.

Ms. Kynor explained that Elkins Village at one time had several mills along the headwaters of the Blackwater River, including a tannery, saw mill, and scythe mill. The last mill closed in 1888. Potentially significant cultural features along Elkins Road include a boulder with a plaque at the Post Office, a two-foot high stone retaining wall along the edge of the right-of-way north of the Post Office, a Town-owned boat launch on Pleasant Lake, some granite posts along two residences, a small park at the intersection of Elkins Road and Wilmot Center Road that includes a bandstand and a historic marker, and the Scytheville Park, which is a Town-owned park that includes an old mill stone with a plaque on it. There is one property along the corridor with a barn that is eligible for State historical registration. The proposed sidewalk alignment has been adjusted during the Preliminary Design to avoid impacting these features. Drainage easements and temporary constructions easements will be needed from approximately five properties along the corridor. Applications for shoreland protection, wetland, and alteration of terrain permits have been submitted.

Ms. Kynor explained there are two concrete bridges along the alignment. The bridge near the Pleasant Lake dam has concrete parapets on either side of the road that are proposed to be removed to provide adequate width for the new sidewalk and to upgrade the railings to meet current safety standards. A W-beam guard rail is proposed on the upstream side of the bridge, and a T-4 guard

rail is proposed on the downstream side of the bridge adjacent to the new sidewalk. The existing concrete is deteriorated and spalling. The second bridge is a concrete box culvert located at the intersection of Elkins Road and Sherman Street. The existing metal railing and the concrete curb holding the railing will need to be removed to install a new, wider sidewalk, and T-4 railing. Ms. Kynor explained that the Town archivist was unable to determine the exact construction dates for these two bridges, but his research placed their construction sometime after 1938.

Ms. Kynor further explained that there is also an 8-inch or 10-inch diameter corrugated metal drain pipe located near the intersection of Elkins Road and Wilmot Center Road that is currently not functioning and will be replaced. It discharges into the river on the south side of the bandstand parcel through an existing stone retaining wall.

Laura Black commended the Town for avoiding the cultural features previously mentioned. There are still outstanding questions about the Pleasant Lake Dam Bridge and the other culverts and bridges. Ms. Black explained that the Town should resolve the question of whether any of these bridges are individually eligible or eligible as part of a historic district, such as one associated with the water management activities of the historic industries in the community (Scytheville). She recommended a Historic District Area Form be completed that includes an evaluation of the water-related infrastructure. If any of these features are eligible, then the project could have an adverse effect.

Ms. Kynor said that Pathways Consulting, LLC has contacted Lyssa Papazian to prepare the form. It was suggested that Ms. Papazian contact Jill Edelmann before commencing the work to discuss which features to focus on and whether an individual bridge form is also needed or if the eligibility evaluation of the bridge individually can be incorporated into the historic district area form.

A Phase 1 Archeological study was completed by Hartgen Associates during the engineering study phase. It identified two areas of potential significance, one at the Park area with the mill stone and another along the back (south) side of the forge pond dam. The project will not impact either of these areas.

Ms. Feighner stated that she is fine with the project if it continues to avoid the potentially sensitive areas in the archeological study. The final archeological report needs to be submitted to Sheila Charles: two bound copies and a digital copy. The bibliography form should be sent digitally.

Cathy Goodman asked about the Park and 6(f) clearance. Ms. Kynor responded that there are no LCIP or LCHIP properties in the project area, so the Park and the boat launch are not 6(f) lands.

#### **Claremont Municipal Airport (no project numbers)**

**Participants: Richard Bergeron, City of Claremont Fire Chief/Airport Manager; Nancy Barba, Barba+Wheelock; Carol Niewola, NHDOT; Janice Bland, Stantec**

Carol Niewola, NHDOT Bureau of Aeronautics, introduced the project to the attendees as a feasibility study that deals with multiple issues from structural integrity, ability to safely hangar aircraft, ability to be retrofitted so it could be heated in the winter, and the historic value of the 1920's hangar (Hangar) at Claremont Municipal Airport. This study is just wrapping up, but

NHDHR's input at this meeting will help to formulate the next steps the airport will undertake in a future project.

Chief Bergeron summarized the City of Claremont's concerns with the Hangar:

- Hangar has been a problem over the years due to deterioration, age (maintenance costs), lack of ability to heat (doors don't close)
- The city has a legal and insurance liability due to structural failure of building
- The Hangar's roof trusses sag under snow loads
- Current lack of structural integrity of the Hangar creates huge liability to store aircraft in the Hangar
- There are no footings under a corner of the Hangar where the pilots' lounge is located, so sand is washing away from the foundation and this part of the foundation is floating in the air.

Nancy Barba of Barba + Wheelock Architecture presented a brief summary of the findings for the Claremont Municipal Airport Hangar Removal and Reconstruction Project.

There is no question that the Hangar is older than 50 years, a vernacular civilian aircraft structure, one of the few remaining in NH from this time period.

In Nov 2012 representatives from Stantec, MEP, Structural Engineer, and Barba + Wheelock Architecture, Preservation + Design visited the site and developed a conditions study to evaluate the structural integrity and evaluate the historic nature of the Hangar. Findings:

- The Hangar would require all new systems: electrical, mechanical, plumbing.
- Stantec's Structural Engineer had visited twice, once 20 years prior: he still reports that the building does not meet code, in particular there is no wind bracing and the roofing is not properly supported to carry any significant snow loads.
- There have been several changes over time that have altered the historic nature of the building:
  - Pilot Lounge renovated inside and out
  - Doors Lowered, new plywood door panels
- In Addition:
  - Corrugated metal panels on side + roof – poor condition, cannot be repaired; finish worn off of roof and no longer able to shed snow which adds to the snow load
  - Structural engineer recommends demolition because of the extensive work required to achieve the desired use of this hangar and meet building code requirements
  - Condemned room, a small Mechanical Room, exists in the back of the hangar

B+W reviewed the Hangar from a Preservation Lens and determined that the Hangar could be rehabilitated, but:

- It cannot be insulated without loss of character-defining features of the corrugated metal panels serving as roof and ceiling surface. Insulating the Hangar also would cause further negative impact to snow loading, a problem that is counterproductive.

- The current cost estimates show that the cost of rehabilitation could be at least \$650,000 but will likely be higher as a result of uncovering further structural damage during the renovation effort.
- The return on investment, without any costs factored in for future building maintenance efforts, would start at 270 years and go up from there if additional problems have to be addressed during the renovation effort.
- Results of a rehabilitation project would be:
  - Complete replacement of the Hangar skin
  - Added structural framing, grid of lateral steel framework in the roof
  - Raised doorway, new Hangar doors

Chief Bergeron closed the presentation with the city's preference to demolish the Hangar, knowing now the options and issues associated with the Hangar, replace it with a small heated building to house a pilot lounge and meeting room, and construct a separate heated 6-unit T-hangar structure on the northeast quadrant of the airport to address the aircraft hangaring needs that the demolished Hangar was to provide.

#### Comments

Laura Black requested a preliminary assessment (via a file memo) that considers the historic context, if any, of the surrounding airport property to see if it makes sense as an Airport Historic District encompassing the Hangar. The Hangar is likely an individually eligible building, and the city may discover that the Hangar is the only eligible building. She requested that the city coordinate with NHDHR once this preliminary step has been taken to confirm which inventory form (historic district area form or individual inventory form) should be pursued further. She suspects that there is no historic district here based solely on photos presented. The city should look at the relationship of the buildings to the runway when conducting this preliminary assessment.

Nancy Barba asked how the data that Laura Black requested differs from the annotated floor plan, site plan and existing building photos supplied in this RPR. Laura Black and Edna Feighner replied that the city should provide narratives to each photograph with a brief analysis of the information, consult historic maps, offering dates and commentary; and recommend a 'next step' for inventory.

#### **Nashua 10040A, NRBD-5315(021)**

**Participants: Donnalee Lozeau, City of Nashua; John Vancor, Hayner/Swanson; Peter Stannas, NHDOT; Elizabeth Muzzey, NHDHR**

John Vancor provided a status update related to efforts to relocate the Waste House. On December 12, 2013, it was reported that the City was nearly ready to issue a Design/Build Request for Proposals for relocation of the Waste House onto private property within the Millyard.

Unfortunately, shortly after that information was provided, the property owner reconsidered and notified the City that they are no longer willing to accept the Waste House on their property.

During an effort spanning several years, the City has coordinated with property owners within the historic district to attempt to identify a location where the Waste House could be relocated which would be feasible and sustainable. In this effort, the City issued a Request for Proposals to property owners and developers soliciting proposals for reuse. No proposals were received.

The City has concluded that there is no feasible and sustainable location within the district for the Waste House to be relocated to.

John Vancor presented an alternative mitigation concept for consideration. In this concept, the timber columns and beams would be reused to create a pavilion type recreation structure. Such a structure could provide area for picnic tables. Other uses could be considered. Property owners have not been contacted about this concept because the City wanted reaction at the Cultural Resources Coordination meeting first.

Because the existing gable roof is very flat, the City's suggestion would be to alter the beams so that a gable roof matching the proportions of Storehouse Number 2 would be provided. It is considered that this would provide a more attractive pavilion building.

NHDHR stated that while this could be a successful green solution, it would not be considered a historic preservation solution. Although reuse of the structural timbers is positive, altering the roofline diminishes the value of this concept from a preservation perspective.

The City noted that the roofline geometry could be retained if this would make the pavilion concept more acceptable to NHDHR.

The wording of the relevant MOA Stipulation was discussed. Stipulation E. 7 states that:

“The City will relocate the Waste House to a new location within the Nashua Manufacturing Company Historic District. The City will perform further studies to confirm the preliminary conclusion that relocation of the Waste House is feasible and reasonable. The work plans to relocate the Waste House will be developed in consultation with the NHSHPO. A preservation easement will be put on the Waste House building to protect its character defining features.”

Jamie Sikora stated that while the first two sentences may seem to be contradictory, the second sentence makes it clear that the requirement on the City is to undertake the effort to determine if a feasible and reasonable concept exists. If there is such a concept, the City is obligated to implement the concept.

The Mayor noted that the City previously suggested moving the building to the corner of Pine Street and Central Street. The City owns a parcel at the corner (40 Pine Street) and an adjacent property was for sale at the time. Together, these two parcels may provide adequate space for the Waste House. The City stopped pursuing this concept following feedback from NHDHR that because this location was outside the historic district, this concept would not be considered as complying with the MOA Stipulation.



The idea presented by the City earlier would have involved moving the building out of the historic district, altering character-defining features, and impacting a second historic district. NHDHR noted at the time that while the idea might have been considered a good neighborhood solution, it would not be considered a good preservation solution as it would have caused additional adverse effects. If pursued, Section 106 discussions would have needed to continue to address the situation. Since the City has exhausted possible locations within the Millyard District without finding a location, this alternative could still be considered, however discussions would need to occur to address current plans, effect, and mitigation.

The Mayor noted that the adjacent property may no longer be available. The City will undertake a new evaluation of the feasibility of this concept. Either of two adjacent properties will be considered for acquisition in order to provide necessary space.

The schedule for Parkway construction presents an additional concern for this concept. When first suggested, there was adequate time to complete property acquisition and site design. Now with scheduled Parkway construction within the Millyard during 2014, time is a concern.

The possibility that the Waste House could be moved out of the way of Parkway construction and temporarily stored was discussed. This alternative may not be feasible within project budgeting. This alternative would require moving the building twice instead of once. An additional concern would be how the building would be supported while stored. Any differential settlement occurring during storage would likely result in damage to the non-reinforced structure.

NHDHR also noted that the historic character of the adjacent building to be demolished at the new location would need to be considered as part of the feasibility study for the 40 Pine Street site.

Following discussion, it was agreed that further consideration will be given to the 40 Pine Street site.

Nashua will provide the addresses of the two adjacent properties to NHDHR (through NHDOT) so that an evaluation of the historic character of these buildings can be undertaken.

Following reconsideration of the 40 Pine Street site, Nashua will propose a concept to satisfy the intent of the relevant stipulation.

This concept may include:

- Relocation of the Waste House to the corner of Pine Street and Central Street.
- Consideration of reuse of the interior timbers to construct a recreational pavilion maintaining the existing Waste House roof geometry. Incorporation of interpretive signing into the project. This could be in conjunction with requirements for a double-sided marker for the Charles Gordon House, formerly at 40 Pine Street.

Discussions regarding re-visiting MOA stipulations E.7 and F.1 will continue.

John Vancor also provided an update on Stipulation E. 9 which relates to the granite wall adjacent to the Nashua River. Stones will need to be removed from this wall to make way for bridge

girders. JCB Colby of Lunenburg, Vermont will perform this work. This masonry contractor has been in business for more than 25 years and has completed work on historic stonework on NHDOT projects. Examples include I-93 through Franconia Notch and the Blair Bridge in Campton, NH.

A meeting will be held prior to any work onsite. A representative from JCB Colby will explain procedures. Of particular interest will be how the wall will be capped following the necessary removal of stones. This meeting will occur within two weeks. Advance notice of the date of the meeting will be provided to NHDOT.

**\*Memos/MOA's:**

Submitted by: Sheila Charles and Jill Edelmann, Cultural Resources

<http://www.nh.gov/dot/org/projectdevelopment/environment/units/technicalservices/crmeetings.htm>